

Maryland Historical Trust

Maryland Inventory of Historic Properties number:

CT-1712

Name:

Delugey, Ralph (Ed). 22 - 7 - 1900 - 1988

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____

Eligibility Not Recommended X

Criteria: A B X C D Considerations: A B C D E F G None

Comments: _____

Reviewer, OPS: Anne E. Bruder

Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze

Date: 3 April 2001

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. CT-1212

SHA Bridge No. C 0005 Bridge name Dalrymple Road over Fishing Creek

LOCATION:

Street/Road name and number [facility carried] Dalrymple Road

City/town Sunderland Vicinity X

County Calvert

This bridge projects over: Road Railway Water X Land

Ownership: State County X Municipal Other

HISTORIC STATUS:

Is the bridge located within a designated historic district? Yes No X

National Register-listed district National Register-determined-eligible district

Locally-designated district Other

Name of district

BRIDGE TYPE:

Timber Bridge X:

Beam Bridge X Truss -Covered Trestle Timber-And-Concrete

Stone Arch Bridge

Metal Truss Bridge

Movable Bridge :

Swing

Vertical Lift

Bascule Single Leaf

Retractable

Bascule Multiple Leaf

Pontoon

Metal Girder :

Rolled Girder

Plate Girder

Rolled Girder Concrete Encased

Plate Girder Concrete Encased

Metal Suspension

Metal Arch

Metal Cantilever

Concrete :

Concrete Arch Concrete Slab Concrete Beam Rigid Frame

Other Type Name

DESCRIPTION:

Setting: Urban _____ Small town _____ Rural X

Describe Setting:

Bridge No. C 0005 carries Dalrymple Road over Fishing Creek in Calvert County. Dalrymple Road runs east-west and Fishing Creek flows from south to north. The bridge is located in the vicinity of Sunderland and is surrounded by a wooded area.

Describe Superstructure and Substructure:

Bridge No. C 0005 is a two-span, two-lane, timber beam bridge. The bridge was originally built in 1945. The structure is 8.5 meters (28 feet) long and has a clear roadway width of 6.8 meters (22.25 feet); there are no sidewalks. The out-to-out width is 7.0 meters (23 feet). The superstructure consists of 16 timber girders 10.2 centimeters by 33 centimeters (4 inches by 13 inches). The girders are spaced at 0.5 meters (1.5 feet) which support a transverse timber planking deck without a wearing surface. The structure has W-beam railings on each side and the roadway approaches are protected by guardrails at both approaches. The substructure consists of two timber pile and sheeting abutments and a 9-pile timber intermediate pier at mid-length. There are flared timber pile and sheeting wingwalls. The bridge is posted for 10 tonnes (11 tons) for a single unit and 24.5 tonnes (27 tonnes) for a combination unit, and has a sufficiency rating of 34.8.

According to the 1995 inspection report, this structure was in fair condition with major overall deterioration of the substructure, including decaying and cracking piles, abutments, and wingwalls.

Discuss Major Alterations:

The bridge has been fitted with metal guardrails and most of the piles have been sistered.

HISTORY:

WHEN was the bridge built: 1945

This date is: Actual X Estimated _____

Source of date: Plaque _____ Design plans _____ County bridge files/inspection form X

Other (specify): _____

WHY was the bridge built?

The bridge was constructed in response to the need for a more efficient transportation network and increased load capacity.

WHO was the designer?

Unknown

WHO was the builder?

Unknown

WHY was the bridge altered?

The bridge was altered to ensure its structural integrity and to correct functional or structural deficiencies.

Was this bridge built as part of an organized bridge-building campaign?

There is no evidence that the bridge was built as part of an organized bridge building campaign.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events _____ **B- Person** _____
C- Engineering/architectural character _____

The bridge does not have National Register significance.

Was the bridge constructed in response to significant events in Maryland or local history?

The earliest bridges built in North America were timber bridges. According to one account, European settlers at first utilized the bridges constructed by the Native American populations, which consisted of tied timbers laid across up-turned forked tree trunks (American Association of State Highway Officials 1953: 19). This design was adopted by the settlers, who then modified the design by hewing the upper portions of the timbers to provide a flat surface and by adding a handrail to one side (American Society of Civil Engineers 1976: 143). Where crossings exceeded the length of the available timber, short spans were joined and supported on wood piles or on timber cribs filled with earth or stone. In fact, the earliest recorded bridge built by European settlers in America was most likely this type of design. Constructed in 1611 on James Towne Island, Virginia, this timber bridge extended approximately 200 feet into the water and provided docking facilities in the 12 foot deep channel (American Association of State Highway Officials 1953: 19).

The railroads had a significant impact on the construction as well as the on-going popularity of the timber bridge. During the 1830s, the Baltimore & Ohio Railroad employed engineers such as Theodore Burr and Lewis Wernwag to construct bridges over its major crossings. Burr, Town and Long trusses were all extensively employed and became standard for railroad-bridge construction (Waddell 1916: 21).

Another type, the timber trestle bridge, also was used extensively by the railroads. The first timber trestle was built by the Philadelphia and Reading Railroad in 1840 (Waddell 1916: 22). With timber in abundant supply, the railroads used this functional design as an inexpensive and practical bridge design for its lines, particularly in remote locations of the country.

The combination of timber with other materials began with the invention of the Howe truss in 1840. William Howe patented a truss which utilized iron verticals as tension members and wood diagonals as compression members. The Howe truss became a standard of railroad bridge design. By the 1860s, the problem of wood deterioration was under better control with the invention of pressure creosote treatments, which extended the life of the wood members. Timber pile bent structures remained popular, particularly in tidal areas, into the twentieth century. These were most often used in combination with concrete.

The popularity of the timber bridge continued into the 1880s even with the ascension of iron and steel as bridge materials. Due to the availability of lumber in the state, the timber bridge was a functionally popular bridge type in Maryland from the European settlement era to the twentieth century. The numerous small streams that cross the state as well as the larger rivers such as the Susquehanna were often spanned by timber bridges during the eighteenth and nineteenth centuries.

Despite the rise of use of metal and concrete in bridge building, timber bridges continued to be constructed in Maryland in the twentieth century. Many of these later timber bridges were combination structures that have been favored in the flat terrain of the Tidewater Region.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?

The bridge is located in an area which does not appear to be eligible for historic designation.

Is the bridge a significant example of its type?

A significant example of a timber bridge should possess character-defining elements of its type, and be readily recognizable as an historic structure from the perspective of the traveler. The integrity of distinctive features visible from the roadway approach, including timber or concrete railings, is important in structures which are common examples of their type. The structural elements of timber piers or bents are also important elements. In addition, the structure must be in excellent condition. This bridge, which is lacking such features as a timber railing and suffers from severe substructure deterioration is an undistinguished example of a timber bridge.

Does the bridge retain integrity of important elements described in Context Addendum?

This bridge was altered in the 1990s, resulting in the loss of such character-defining elements as the timber railing.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?

This bridge is not a significant example of the work of a manufacturer, designer, and/or engineer.

Should the bridge be given further study before an evaluation of its significance is made?

No further study of this bridge is required to evaluate its significance.

BIBLIOGRAPHY:

County inspection/bridge files X SHA inspection/bridge files
Other (list):

Ketchum, Milo S.

1908 *The Design of Highway Bridges and the Calculation of Stresses in Bridge Trusses.* The Engineering News Publishing Co., New York.

1920 *The Design of Highway Bridges of Steel, Timber and Concrete*. Second edition. McGraw-Hill Book Company, New York.

Lay, Maxwell Gordon

1992 *Ways of the World: A History of the World's Roads and of the Vehicles That Used Them*. Rutgers University Press, New Brunswick, New Jersey.

Maryland State Roads Commission

1930a *Report of the State Roads Commission for the Years 1927, 1928, 1929 and 1930*. State of Maryland, State Roads Commission, Baltimore.

1930b *Standard Plans*. State of Maryland, State Roads Commission, Baltimore.

P.A.C. Spero and Company and Louis Berger and Associates

Historic Highway Bridges in Maryland: Historic Context Report. Prepared for the Maryland State Highway Administration.

SURVEYOR:

Date bridge recorded 7/22/97

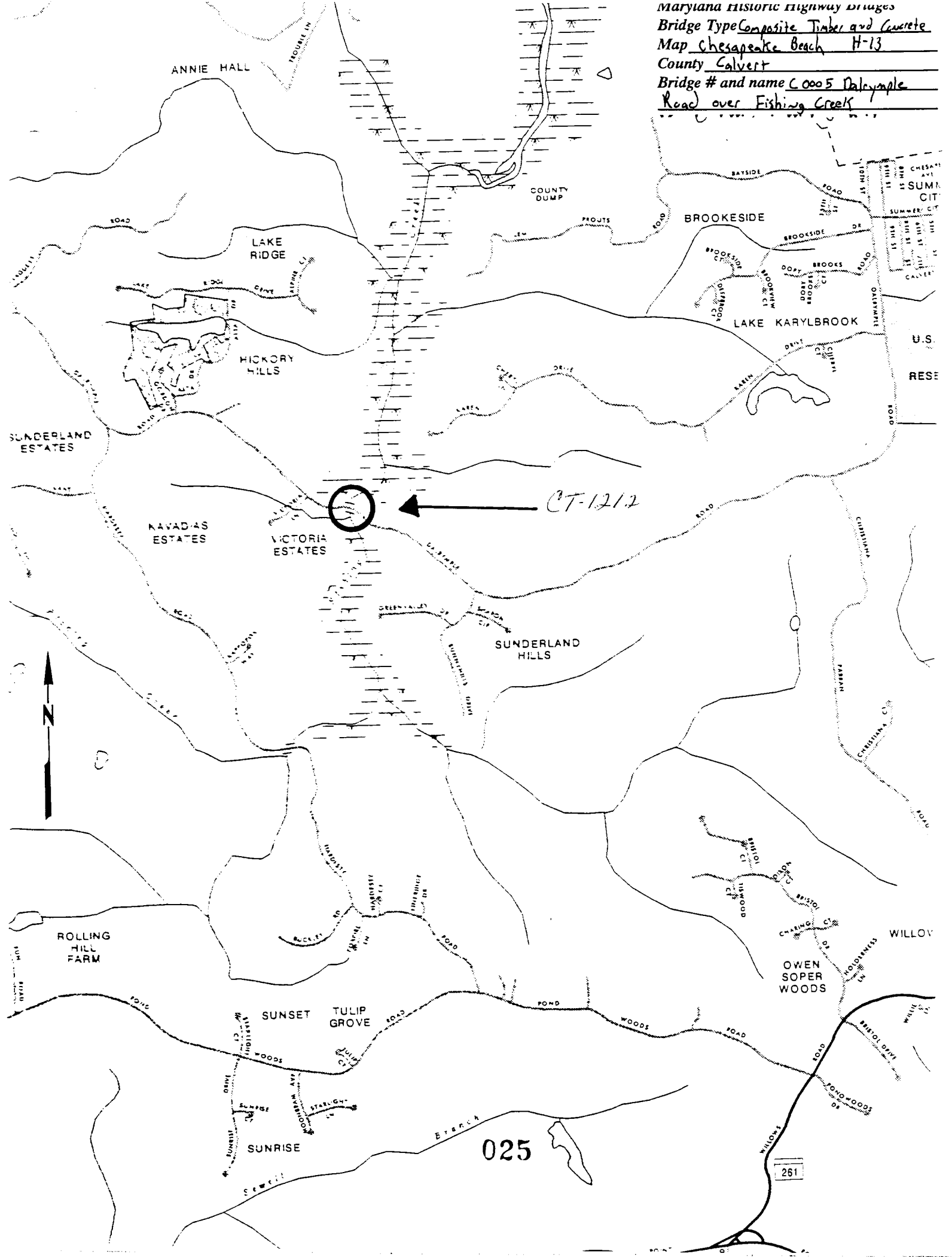
Name of surveyor Caroline Hall/Susan Taylor

Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Suite 412, Baltimore, MD

21204 Phone number (410) 296-1635

FAX number (410) 296-1670

Maryland Historic Highway Bridges
Bridge Type Composite Timber and Concrete
Map Chesapeake Beach H-13
County Calvert
Bridge # and name C 0005 Daleymple
Road over Fishing Creek



025

261



1. CT-1212
2. 0003, Dalrymple Road over Fishing Creek
3. Calvert County, MD
4. Susan Taylor
5. July 1997
6. MD SHB
7. East approach
8. 1 of 5



1. C T- 1212
2. C0005, Dalrymple Road over Fishing Creek
3. Calver's Covey, MD
4. Susan Taylor
5. July 1997
6. MD SPA
7. South elevation
8. 2 of 5



1. CT- 1212

2. 00005, Dollyn's Road over Fishing Creek

3. Calver's County, MD

4. 205m Top 20

5. July 1937

6. MD. SFPs

7. Wieg. approach

8. 3 of 5



1. CT-1212
2. Cooc5, Dairymple Road over Fishing Creek
3. Calvert County, MD
4. Susan Taylor
5. July 1997
6. MD SHPO
7. North elevation
8. 4 of 5



1. CT-1312
2. C0005, Dairymple Road over Fishing Creek
3. Calvert County, MD
4. Susan Taylor
5. July 1947
6. MD S&PD
7. Piling detail
8. 5 of 5

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

CT-1212

Property/District Name: Bridge No. 5, Dalrymple Road over Fishing Creek, Calvert County
Survey Number: ~~CA~~ CT-1212
Project: 07-66246-8 Agency: COE
Site visit by MHT Staff: X no yes Name Date
Eligibility recommended Eligibility **not** recommended X
Criteria: X A B X C D Considerations: A B C D E F G None

Justification for decision: (Use continuation sheet if necessary and attach map)

Bridge No. 5 is a 2-lane timber bridge which carries Dalrymple Road over Fishing Creek in Calvert County. It has 16 timber girders which comprise the superstructure, timber piles and planks partially covered with asphalt. Metal W-beam guardrails are attached at the edges of the bridge to serve as the parapet. Although some records indicate the bridge may be as early as 1945, the Calvert County Transportation Chief believes that its actual date of construction is 1951. The bridge has received several repairs in an effort to maintain it. These include sistering of the piles and replacement decking which is not even. It is a poor example of a timber bridge and us is not recommended for the National Register. Further, the Interagency Bridge Committee met on November 14, 1997 and recommended that the bridge not be considered for the Register.

Documentation on the property/district is presented in: Project Review & Compliance Files

Prepared by: A.E. Bruder

Anne E. Bruder

Reviewer, Office of Preservation Services

11/24/97

Date

NR program concurrence: X yes no not applicable

Peter R. Furtz

Reviewer, NR program

11/25/97

Date

Handwritten signature

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- ☐ Eastern Shore (all Eastern Shore counties, and Cecil)
☒ Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
☐ Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
☐ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- ☐ Paleo-Indian 10000-7500 B.C.
☐ Early Archaic 7500-6000 B.C.
☐ Middle Archaic 6000-4000 B.C.
☐ Late Archaic 4000-2000 B.C.
☐ Early Woodland 2000-500 B.C.
☐ Middle Woodland 500 B.C. - A.D. 900
☐ Late Woodland/Archaic A.D. 900-1600
☐ Contact and Settlement A.D. 1570-1750
☐ Rural Agrarian Intensification A.D. 1680-1815
☐ Agricultural-Industrial Transition A.D. 1815-1870
☐ Industrial/Urban Dominance A.D. 1870-1930
☒ Modern Period A.D. 1930-Present
☐ Unknown Period (☐ prehistoric ☐ historic)

III. Prehistoric Period Themes:

- ☐ Subsistence
☐ Settlement
☐ Political
☐ Demographic
☐ Religion
☐ Technology
☐ Environmental Adaptation

IV. Historic Period Themes:

- ☐ Agriculture
☒ Architecture, Landscape Architecture, and Community Planning
☐ Economic (Commercial and Industrial)
☐ Government/Law
☐ Military
☐ Religion
☐ Social/Educational/Cultural
☒ Transportation

V. Resource Type:

Category: Structure
 Historic Environment: Rural
 Historic Function(s) and Use(s): Bridge -- road crossing

Known Design Source: _____

Maryland Historical Trust
State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. CT-1212

Magi No.

DOE ___yes ___no

1. Name (indicate preferred name)

historic Dalrymple Road Bridge over Fishing Creek

and/or common

2. Location

street & number Dalrymple Road ___ not for publication

city, town Chesapeake Beach —☒ vicinity of congressional district 5th

state Maryland county Calvert

3. Classification

Category	Ownership	Status	Present Use
___ district	— <input checked="" type="checkbox"/> public	___ occupied	___ agriculture ___ museum
___ building(s)	___ private	___ unoccupied	___ commercial ___ park
— <input checked="" type="checkbox"/> structure	___ both	___ work in progress	___ educational ___ private residence
___ site	Public Acquisition	Accessible	___ entertainment ___ religious
___ object	___ in process	___ yes: restricted	___ government ___ scientific
	___ being considered	— <input checked="" type="checkbox"/> yes: unrestricted	___ industrial — <input checked="" type="checkbox"/> transportation
	___ not applicable	___ no	___ military ___ other:

4. Owner of Property (give names and mailing addresses of all owners)

name Calvert County

street & number 176 Main Street telephone no.: 410 535-1600

city, town Prince Frederick state and zip code MD 20678

5. Location of Legal Description

courthouse, registry of deeds, etc. liber

street & number folio

city, town state

6. Representation in Existing Historical Surveys

title

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Survey No. CT-1212

Condition

☐ excellent
☐ good
☒ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The two-lane timber bridge on Dalrymple Road consists of two twelve-foot spans. Sixteen timber girders spaced at 1.5 feet comprise the superstructure. The piers are timber piles. The deck is made of timber planks which is partially covered with asphalt paving where it meets with the road on both the west and east approaches. The decking planks are not all the same length. Some protrude from the edges of the bridge. They may represent replacements that were left untrimmed to match the profile of the structure as it was originally built. Metal guardrails flank the bridge on both sides from the approaches.

8. Significance

Survey No. CT-1212

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1945?

Builder/Architect

check: Applicable Criteria: ☐ A ☐ B ☐ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☒ local

Prepare both a summary paragraph of significance and a general statement of history and support.

There is some doubt about the date that the bridge was built. A bridge inspection report (Alvi and Associates, 1995) gives a construction date of 1945 based on information from the State Highway Administration. The Calvert County Transportation Chief has called the information into question. The actual date is possibly later, in the early 1950's. Local records do not note the date of construction. The bridge, however, is nearly identical in construction and materials to the timber bridges on Hardesty Road, Ward Road, and Chaneyville Road which were built in the 1950's.

The bridge replaced an earlier crossing. The road and Fishing Creek crossing is indicated on the 1966 Martenet Map of Calvert County.

The bridge is known locally as "Crybaby Bridge." There are two stories that refer to the bridge by that name. One story claims that the ghost of an infant who died at the bridge haunts the site and that, on certain winter nights, the child's cries may still be heard. The other story attributes the name "crybaby" to the screams of children on the schoolbus as it heads down the hill to the bridge on icy mornings. The stories, particularly the first, apparently refer to the crossing, not to the particular bridge. The existing bridge's historical significance rests in its being one of several expediently-built timber bridges in Calvert County in the mid-twentieth century. It is not a particularly good example of a timber bridge and suffers the added detractions of metal guardrails and irregular decking.

9. Major Bibliographical References

Survey No. CT-1212

Bridge Inspection Report, Bridge C0005, Dalrymple Road over Fishing Creek, by Alvi and Associates, 1995

10. Geographical Data

Acreage of nominated property _____

Quadrangle name North Beach

Quadrangle scale 7.5'

UTM References do NOT complete UTM references

A

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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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E

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F

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G

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H

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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Kirsti Uunila/Historic Preservation Specialist

organization Jefferson Patterson Park and Museum date 25 October 1997

street & number 10515 Mackall Road telephone 410 586-8555

city or town St. Leonard state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

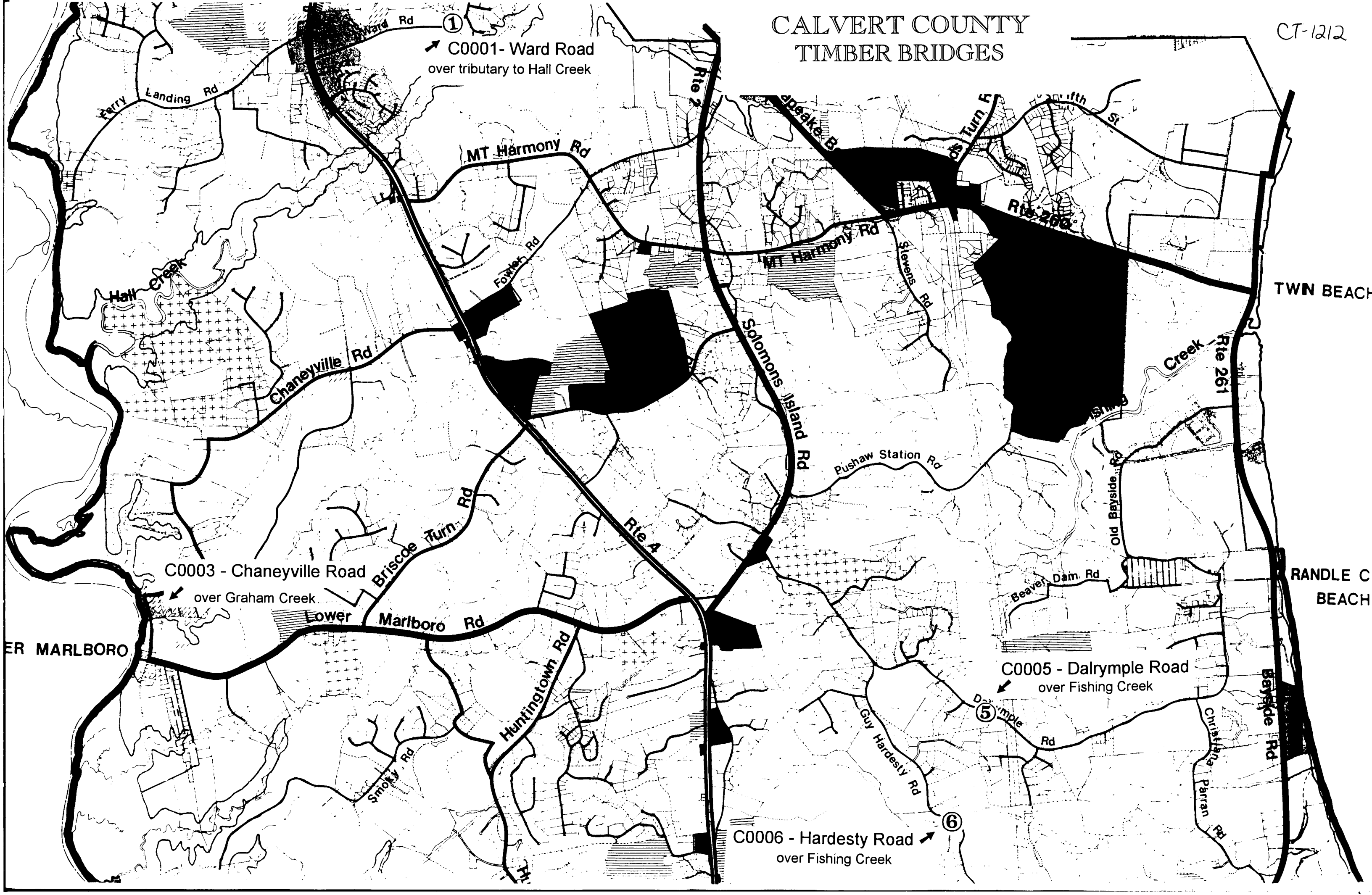
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Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

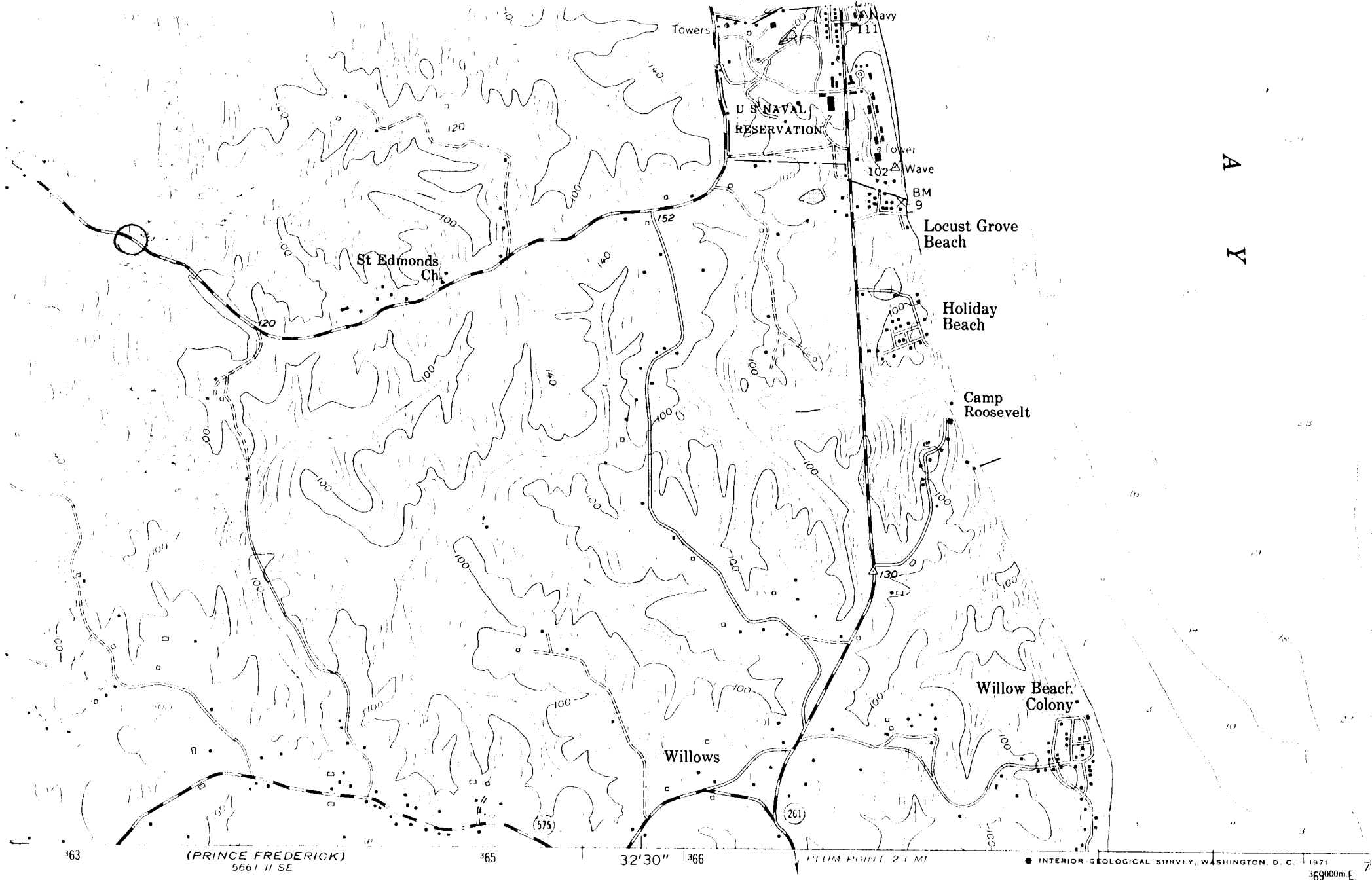
MARYLAND HISTORIC SITES TRUST
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023
514-7600

PS-2746

CALVERT COUNTY TIMBER BRIDGES

CT-1212

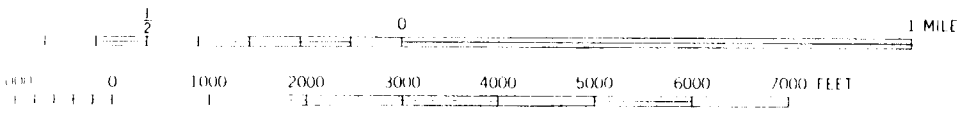




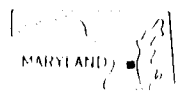
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5661 II SE

SCALE 1:24000

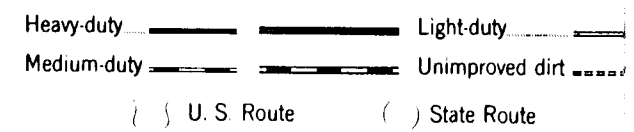


CONTOUR INTERVAL 20 FEET
DATUM P. MEAN SEA LEVEL



CT-1212

ROAD CLASSIFICATION



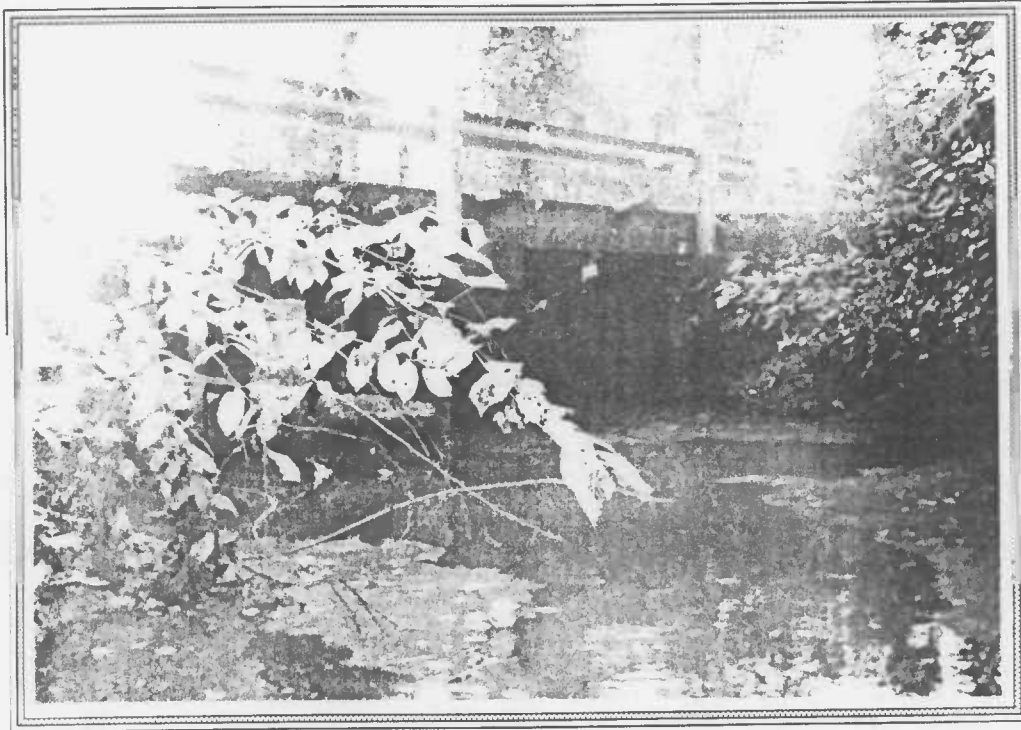
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NORTH BEACH, MD

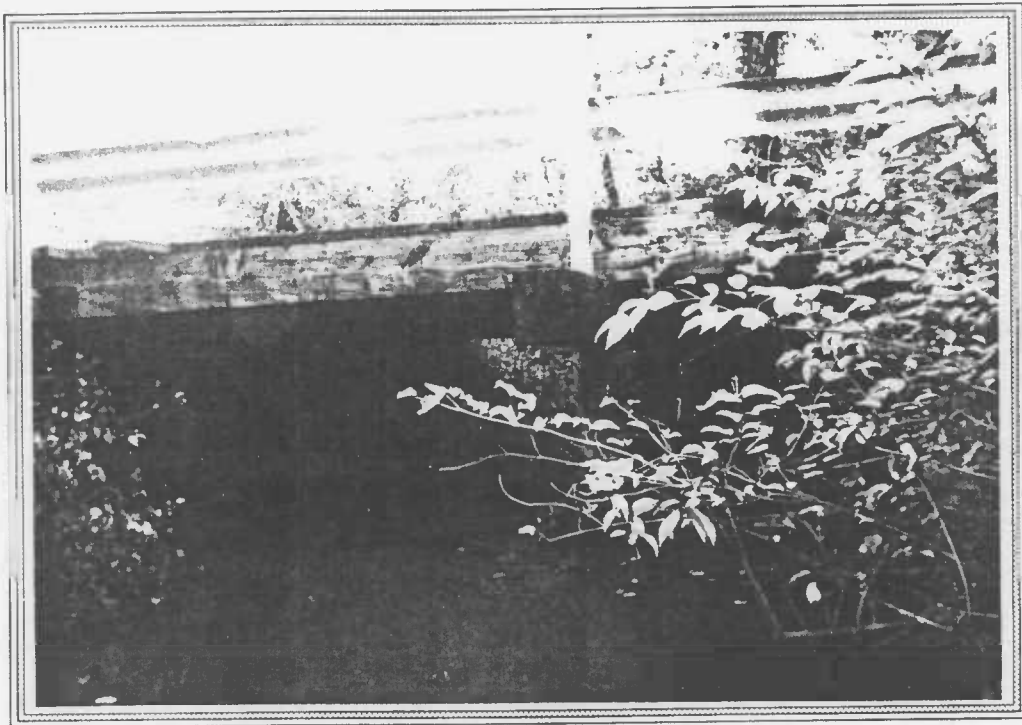
1995 CALVERT COUNTY BRIDGE INSPECTION
BRIDGE C0005, DALRYMPLE ROAD OVER FISHING CREEK

CT-1212

from:
1995 Bridge Inspection Report
Bridge C0005, Dalrymple Road over Fishing Creek
prepared by Alvi Associates, Inc.

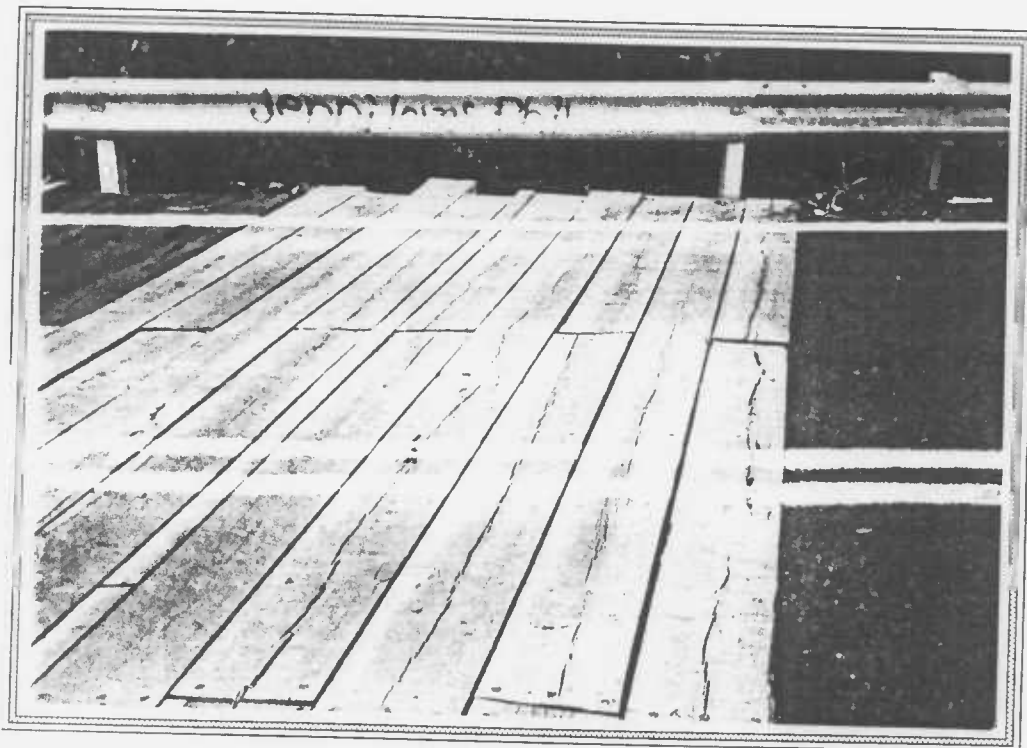


Photograph 3
North Elevation (Downstream Face)

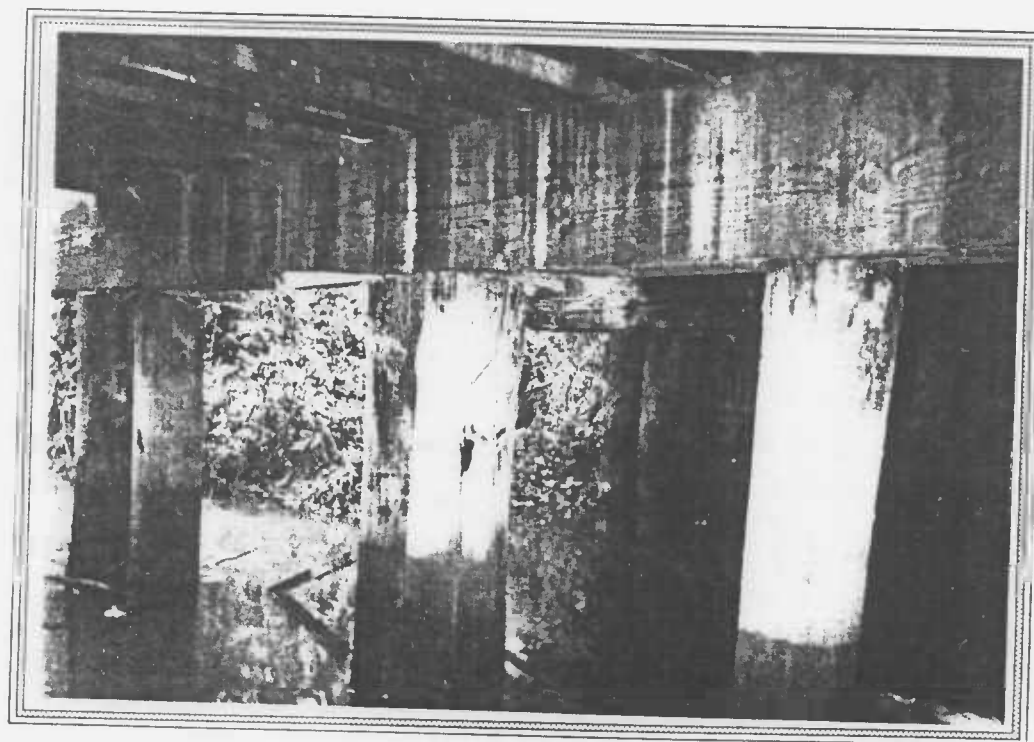


Photograph 4
South Elevation (Upstream Face)

1995 CALVERT COUNTY BRIDGE INSPECTION
BRIDGE C0005, DALRYMPLE ROAD OVER FISHING CREEK



Photograph 7
Wearing Surface, Deck Planks



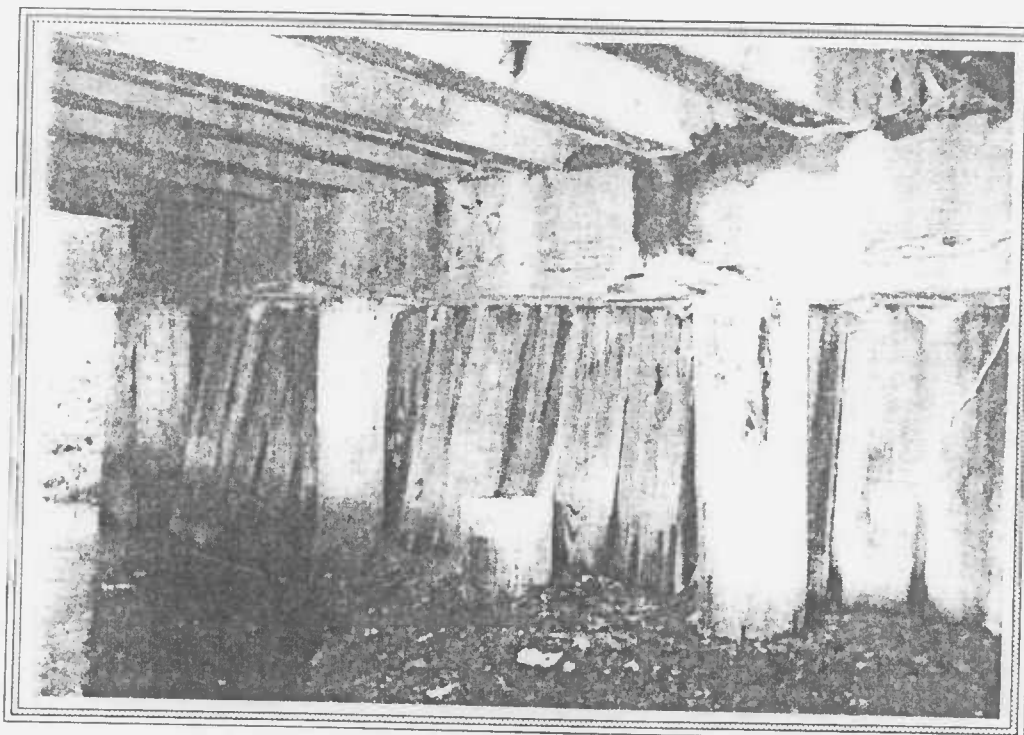
Photograph 8
Pier, Sistered Piles

from:
1995 Bridge Inspection Report
Bridge C0005, Dalrymple Road over Fishing Creek
prepared by Alvi Associates, Inc.

1995 CALVERT COUNTY BRIDGE INSPECTION
BRIDGE C0005, DALRYMPLE ROAD OVER FISHING CREEK



Photograph 9
Abutment, Sistered Piles



Photograph 10
East Abutment

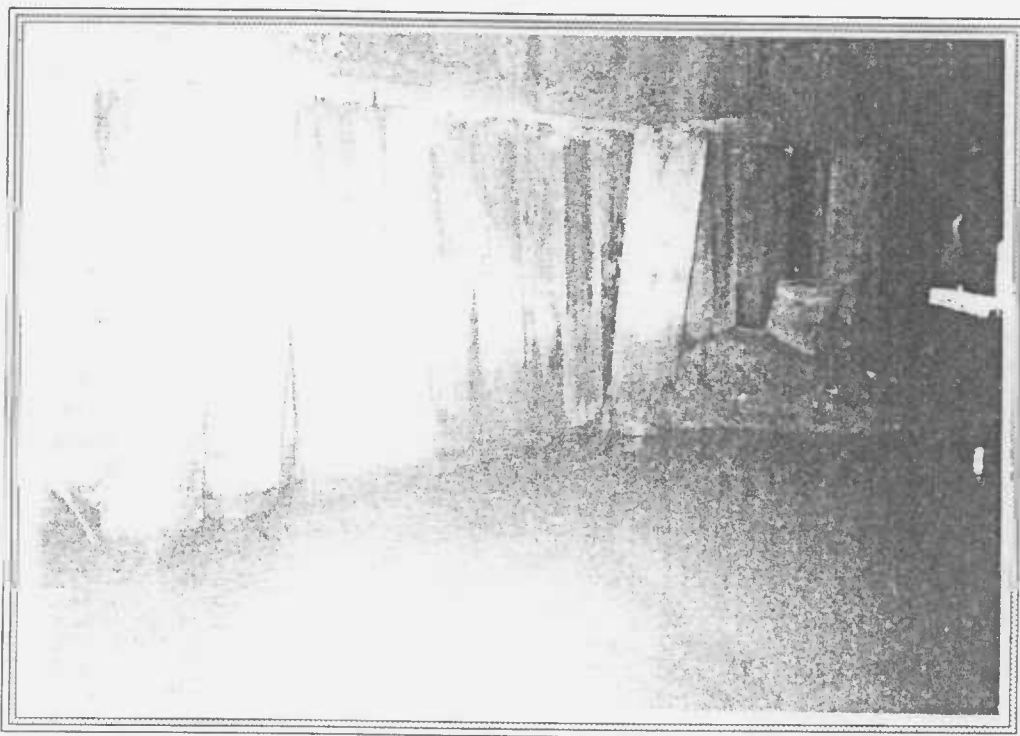
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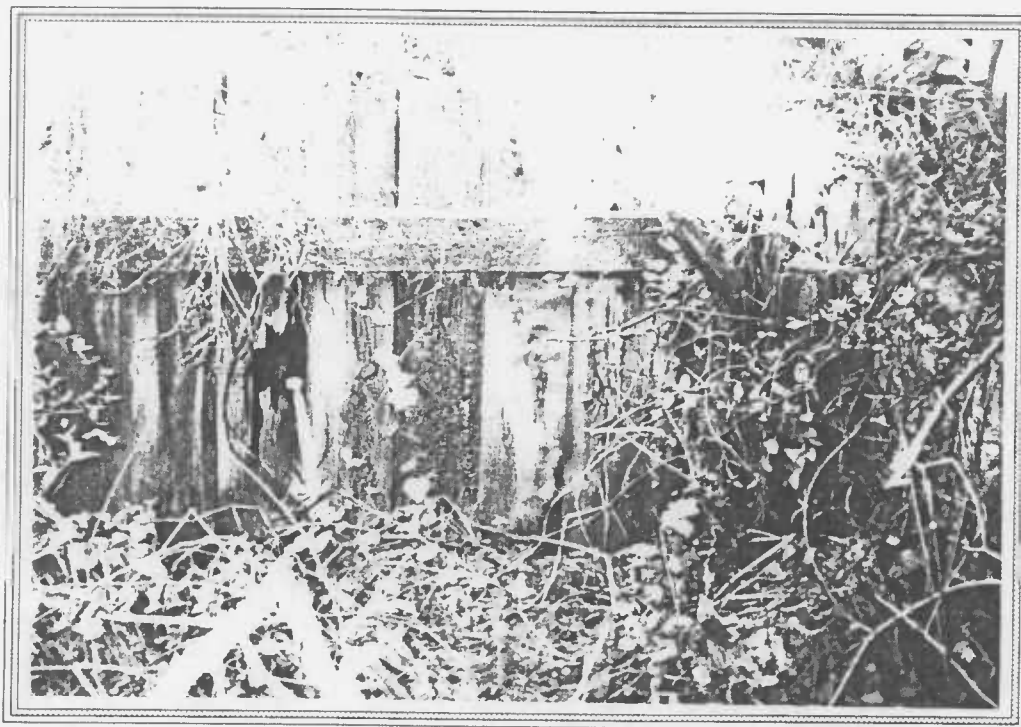
1995 CALVERT COUNTY BRIDGE INSPECTION
BRIDGE C0005, DALRYMPLE ROAD OVER FISHING CREEK

from:

1995 Bridge Inspection Report
Bridge C0005, Dalrymple Road over Fishing Creek
prepared by Alvi Associates, Inc.



Photograph 11
East Abutment



Photograph 12
Southeast Wingwall